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EOW DOES SYSTEM REACT TO PERIODS OF HIGH FLOW (UP TO 90 LPM)
OR LOW FLOW (10 LPM OR LESS). HOW LONG BEFORE LIQUID
ENTERS PILOT CONSOLE AT HIGH FLOWS? DOES A PERIOD OF LOW
DEWAND FOLLOWING A PERIOD OF HIGH FLOW RESULT IN ABNORMAL
PRESSURES?

C. PAILURE ANALYSES DATA IS DESIRED AND APPROPRIATE TESTING IS REQUESTED TO OBTAIN INFORMATION ON SYSTEM PERFORMANCE WITH FAILURE OF THE RELIEF VALVE (FAILED OPEN TO DEGREES RANGING FROM LOW LEAKAGE TEROUGH MAXIMUM RELIEF VALVE FLOW), AND FAILURE OF THE PRESSURE CONTROL VALVE (FAILED OPEN). IN SUCH INVESTIGATIONS, REALISTIC SIMULATION OF MORMAL DEMAND ON THE SYSTEM SHOULD BE EMPLOYED. DATA OF PRIMARY CONCERN IS BOW THE PILOT WILL DETECT A GIVEN FAILURE AND WHAT THE TIME FACTOR IS FOR A GIVEN FAILURE (I.E., TIME TO REACE ZERO PRESSURE OR QUANTITY).

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PASSING LIQUID OXYGEN AT MINUS 297 DEGREES F?

- B. IF ENVIRONMENTAL FACTORS DO NOT ACCOUNT FOR OUR Apparent creck valve halpurctions, can contamination be THE BASIC PROBLEM? MOISTURE SHOULD NOT BE A FACTOR CONSIDERING THE PURGE PROCEDURES NOW IMPLOYED. CONTAMINA-TION HAS NOT BEEN DETECTED IN LOX SAMPLES TAKEN PROM STORAGE TANKS, SERVICE CARTS OR CONVERTERS THEMSELVES. HOWEVER, IF PARTICULATE CONTAMINATION IS PRESENT IN SOME OF OUR CONVERTERS, WHAT WILL BE THE REFECT OF CRECK VALVE REMOVAL? WILL WE EXPECT TO SEE PRESSURE CONTROL VALVE PAILURES AS PARTICULATE MATTER MOVES THROUGH THE BUILD UP CIRCUIT, OR WILL CONTAMINATION BECOME UNIMPORTANT WITH RESPECT TO MALFUNCTIONS?
- IT IS APPRECIATED THAT SOME OF THE ABOVE QUESTIONS WOULD REQUIRE EXTENSIVE RESEARCH BEFORE FINAL ANSWERS COULD BE OBTAINED, AND IT IS NOT INTERTION TO DELAY OBTAINING A TROUBLE-FREE oxyger system. However, with each past attempt that pailed to solve COORDINATING OFFICERS

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